

THE OVERLAND CHINA MAIL  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$1.00  
per annum.

# The China Mail.

ESTABLISHED 1845

AGENTS  
ORDER OF THE CHINA MAIL  
AND OVERLAND CHINA MAIL  
MAY BE MADE IN THE  
following ports—  
Canton, Hankow, &c.  
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SINGAPORE, SOERABAYA, &c.  
YOKOHAMA, MANILA, &c.  
S.W. FRANKLIN & CO. LTD.

No. 16,670.

號四十四百六十第百九千壹第

HONGKONG, SATURDAY, OCTOBER 14, 1916.

庚戌年九月十五日

PRICE, 38.00 Per Month

THORNES

**OLD VAT  
No. 4.  
SCOTCH WHISKY.**

SOLE AGENTS:  
**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 518.

HONGKONG VOLUNTEER  
RESERVES.

Major Wakeman, Commanding H.K.V.R.

DETAIL.

On duty till the morning of Sunday,  
the 15th of October, 1916: H.K.V.R.  
On duty from the morning of Sunday,  
the 15th of October, to Sunday, the 22nd  
October, 1916: H.K.V.R.  
Next for duty: "A" Coy. H.K.V.R.  
Orderly Officer: 2nd Lieut. A. M.  
Thornhill.

PARADES FOR NEXT WEEK.

Monday—"B" Coy. Platoon Nos. 5  
and 8 at Blake Pier at 9.45 p.m. for  
Musketry. Part 1. Trained Men. Dress:  
Drill order. Signaller at Volunteer  
Headquarters at 5.15 p.m. under Instruc-  
tor Sergt. E. V. Mitchellmore.

Tuesday—Mounted Section on the  
Polo Ground at 5.15 p.m. under Instruc-  
tor Q.M. Sergt. Talbot. Dress: Drill  
order. "B" Coy. Platoon No. 7 at  
Blake Pier at 8.45 p.m. for Musketry.  
Part 1. Trained Men. Dress: Drill order.

Wednesday—"D" Coy. at Volunteer  
Headquarters at 5.30 p.m. under C.S.M.  
Cook. Dress: Drill order. "B" Coy.  
Platoon No. 8 at Blake Pier at 8.45 p.m.  
for Musketry. Part 1. Trained Men.  
Signalling Section at Volunteer Head-  
quarters at 5.15 p.m. under Instructor  
Sergt. E. V. Mitchellmore. Dress: clean  
fatigue.

Thursday—The parade for Musketry  
originally fixed for this date is cancelled.  
Notice—Officers commanding Platoons  
are responsible that only those members  
entitled to fire the trained men's course  
are allowed to fire.

Friday—Members of Platoon Nos. 5,  
6 and 7 to fire Recruit's course will  
parade at Blake Pier at 8.30 p.m. Kow-  
loon Residents at the 100 yards firing  
point. King's Park at 4 p.m. Dress:  
Drill order. "A" Coy. at the Law  
Courts at 5.15 p.m. Dress: Drill order.  
Machine Gun Section on the Polo Ground  
at 5.30 p.m. Dress: Drill order. Sign-  
alling Section at Volunteer Headquarters  
under Instructor Sergt. E. B. Mitchell-  
more at 5.15 p.m. Dress: clean fatigue.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.

Monday, Oct. 16th—Men warned for  
duty on "Our Day," October 19th.

OUR DAY, OCT. 19TH.

The Police Reserve Club will be open  
to ladies from 12 noon. Light refresh-  
ments 1 p.m. to 3 p.m. Tea 5 p.m. to  
7 p.m.

FOOTBALL CLUB.

A meeting of members interested in  
the Football Club will be held at Head-  
quarters Club on Tuesday, the 17th at  
5.30 p.m. All intending players are  
particularly requested to attend.

MUSKETY.

Members who have sent in their names  
for the Instruction Class, will attend  
Central Station at 5.15 p.m. on Tuesday  
and Friday commencing Oct. 17th.  
They will be exempt from drills ordered  
for those days.

AMBULANCE PLATOON.

Members of the Ambulance Platoon  
will parade in uniform, at the Law Courts  
at 8.45 p.m. on Sunday, 15th inst.

JOINED.

No. 1 Platoon—P.C. 774 Arthur  
French.

RESIGNATION.

P.C. 641 Thornton is allowed to resign  
as from the 15th inst. on his leaving the  
Colony.

EQUIPMENT.

Equipment Officers must submit to the  
D.S.P.R.'s office not later than Satur-  
day, Oct. 21st, requisitions for blue  
uniform, required by their respective  
units 1916-17.

(Sgt.) J. W. FRANKS,  
A.S.P. (R.)

**SUNSHINE AND COMMON SENSE.**  
DON'T doctor your blood for rheuma-  
tism. Use an external applica-  
tion of Chamberlain's Pain Balm. In a  
few days it will get you up and out into  
the sunshine. Chamberlain's Pain Balm  
restores the rich red blood to your veins and  
sours the system of this troublesome  
disease. For sale by all Chemists  
and Storekeepers.

BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**

8,000 Tons, 3,000 Horse Power now Built.  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
INJECTORS AND STEAM PUMPS.  
**W. S. BAILEY & Co., Ltd.**  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.



BY APPOINTMENT.

**WATSON'S  
DRY GINGER-ALE.**

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give  
this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.  
Splits 70 Cts. " "



**A. S. WATSON & CO., LTD.,**  
STERILIZED WATER MANUFACTURERS.  
Telephone 432.



**KING EDWARD HOTEL**

Central Location

Electric Traction Pass Entrance,  
Electric Lifts, Fans and Lighting,  
European Bath and Sanitary Fixings,  
Hot and Cold Water System throughout.  
Best of Food and Service.

TELEPHONE 573.  
TELEGRAPHIC ADDRESS:  
"VICTORIA." J. WITCHELL,  
Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.,  
IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,  
£23,970,367.  
—Authorized Capital £4,000,000  
—Subscribed Capital £4,500,000  
—Paid-up Capital £2,437,500  
—Fire Funds £3,857,047  
—Life & Annuity Funds £17,567,590  
—Sinking Fund Account £22,230  
£23,970,367

Revenue Fire Branch £22,381,466  
Life and Annuity £2,141,563  
Revenue Marine Department £37,129  
Other Receipts £75,940  
£25,335,022

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

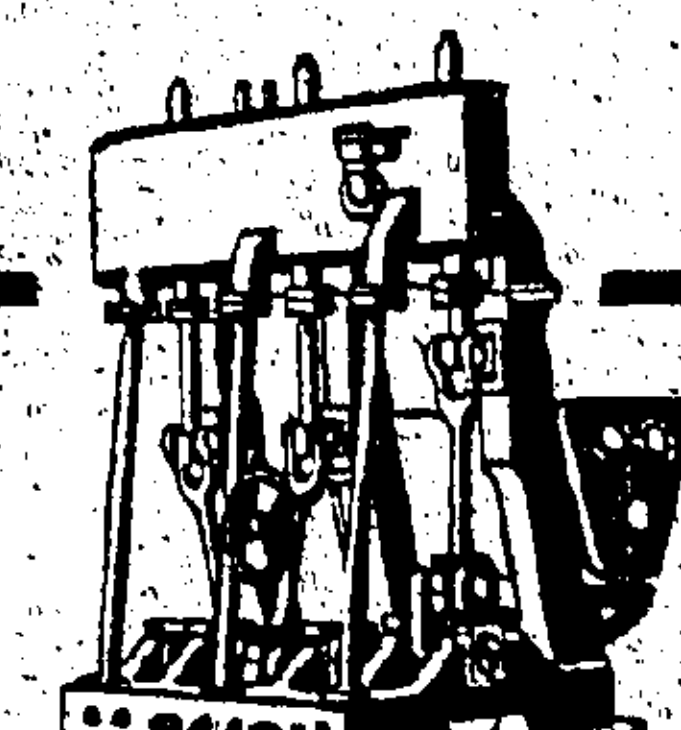
SHEWAN, TOMES & CO.,  
Agents.

**'CHINA MAIL'  
OVERLAND EDITION.**

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME AND THEN KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

BUSINESS NOTICES.



**TAIKOO DOCKYARD.**

BUILDERS OF SHIPS & ENGINES.

OF EVERY DESCRIPTION.

—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—

—OF HONGKONG LTD.—

—TELEGRAPHIC AD.—

"TAIKOO"

SUTHERLAND & SUTHER

—TELEPHONE 4712—



**LIVER AIDS.**

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE  
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

**THE VICTORIA DISPENSARY.**

32, QUEEN'S ROAD CENTRAL.

**THE HONGKONG HOTEL  
AND  
GRILL ROOM**

J. H. TAGGART,  
MANAGER.

**PEAK HOTEL.**

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.

Terms:—From \$5 per day Mex. Telegraph add: "Peaceful."

P. O. FEUSTER,  
Manager.

**BOURNVILLE  
COCOA**



The Cocoa  
with the  
most delicious  
flavour.

Made by  
**Cadbury's**  
from the  
finest Cocoa

BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for  
over THREE-QUARTERS of a CENTURY.

**WILKINSON'S**

—THE SAFEST & MOST RELIABLE REMEDY FOR—

**SARSAPARILLA**

—THE WONDERFUL PURIFIER OF THE HUMAN BLOOD—

—Tonic for Torpid Liver, Debility, Eruptions, &c.—

**WILKINSON'S** INDISPENSABLE TO

**SARSAPARILLA** ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

A. S. Watson & Co., Hongkong Dispensary,  
Victoria Dispensary, Queen's Dispensary, &c.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**

GENERAL MANAGERS.

**HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
SATURDAY, 14th OCTOBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'  
10 P.M. 'HONAM' 5 P.M. 'KINSAN'

**SUNDAY, 15th OCTOBER.**  
10 P.M. 'FATSEAN' 5 P.M. 'HONAM'

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by Day Steamer) 11.00  
Single Fare by Day Steamer 5.00  
Return Fare by Day Steamer 9.00

**HONGKONG-MACAO LINE.**  
S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1651.  
HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

**EXCURSION TO MACAO.**  
SUNDAY, 15th OCTOBER.

The Company's Steamship "TAISHAN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

**CANTON-MACAO LINE.**  
S.S. 'SULAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**  
S.S. 'SHINAM' 588 Tons; and S.S. 'HANNING' 469 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at 8.30 A.M. and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct steamers "LINTAY" and  
"SARUL". These vessels have superior cabin accommodation and are lighted  
throughout by electricity. Electric fan in each cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
(HOTEL MANSIONS, GROUND FLOOR)  
Opposite the Blake Pier.

**THE KWONG HIP LUNG CO., LTD.**

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment to customers' orders. We have  
over thirty years' experience. We own two Shipyards and can accommodate any craft  
of 200 feet long.

For particulars, see our circulars, or apply to Hongkong, Telephone No. 468.

Shanghai, Sheng Hai, Kowloon, Hongkong, Telephone No. 9.

Residential buildings in application. WONG KONG YU, Manager.  
Hongkong, April 1, 1915.



INTIMATIONS



THE INSTITUTE will RE-OPEN on MONDAY, the 18th of October. Copies of Prospectus and entry forms may be obtained on application to the Director of the Institute at the Education Department. Hongkong, Oct. 13, 1916. 1129

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, 2, Lower Albert Road, Hongkong, on SATURDAY the 21st day of October, 1916, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 15th to 21st of October, 1916, both days inclusive. SHEWAN, TOMES & CO. General Managers. Hongkong, Oct. 8, 1916. 1108

THE DAIRY FARM CO., LIMITED. NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 30th October, at 12 Noon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 14th October to WEDNESDAY, 18th November, 1916, both days inclusive. By Order, M. MANUK, Secretary.

N.B.—Persons holding shares not registered in their own names are recommended to send such shares to be transferred. Hongkong, Oct. 7, 1916. 1112

COMIC

"REGAL" RECORDS.

- 6489 Mary MacLennan
- 6490 Frederick McKennie
- 6491 Jew From Inverness
- 6492 We All Go Parading in Tartan
- 6493 MacGregor's Trip to London

THE ANDERSON MUSIC CO., LTD.

6, Des Vaux Road. TEL. 1322.

PATELL & CO.

Importers-Exporters

Commission Agents HONGKONG.

- Branches:—SAN FRANCISCO, CAL.
- YOKOHAMA, JAPAN.
- BOMBAY, INDIA.
- China:—HANKOW, SHANGHAI, CANTON.

SILMOPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILMOPON COAL (either cargo or bunkers) are exempt from payment of all Port charges. SILMOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption. Steamers calling at SEBATTIK or SANDAKAN (British North Borneo) are exempt from payment of all Port charges. CHARTER OF SIBUKE-BAY (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents. BRADLEY & CO., LTD., Agents Coal Harbour Coal Company, Limited. Hongkong, Oct. 8, 1916. 1097

INTIMATIONS

BRITISH GOVERNMENT WAR SAVINGS CERTIFICATES

Applications may be made through the undernoted Banks from whom the necessary forms may be obtained on application.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. HONGKONG AND SHANGHAI BANKING CORPORATION. MERCANTILE BANK OF INDIA, LTD.

Full details are given below:—



War Savings Certificates

Value 5 years after purchase £500 £387 10 0 £1 15s. 8d. FREE OF INCOME TAX.

For every 15s. 8d. lent now £1 will be paid in 5 years' time, equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn in full any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 8d. on the fifth anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transfer. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 8d. will be repaid at any time, with an addition of 3d. for each 15s. 8d. on the first anniversary of the date of purchase, and with a further addition of 1d. per 15s. 8d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at a charge of 1s.

GENERAL POST OFFICE, LONDON, June, 1916.

Examples of Investment in War Savings Certificates

Purchase Price	1 year	2 years	3 years	4 years	5 years
£30 15	£31 15	£33 15	£35 15	£37 15	£39 15
£20 15	£21 15	£23 15	£25 15	£27 15	£29 15
£10 15	£11 15	£13 15	£15 15	£17 15	£19 15
£5 15	£6 15	£7 15	£8 15	£9 15	£10 15
£1 15s. 8d.	£1 15s. 8d.	£1 15s. 8d.	£1 15s. 8d.	£1 15s. 8d.	£1 15s. 8d.

N.B.—The Investment may be any multiple of 15s. 8d. up to £287 10s.

NOTICE

A N Old Established British Silk firm in Canton REQUIRES JUNIOR ASSISTANT. Continental Silk experience and knowledge of French essential. Reply—

Stating references and experience. "SILK ASSISTANT" C/o "CHINA MAIL" Office. Hongkong, Oct. 13, 1916. 1130

CHINA EXPORT-IMPORT AND BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized. BRADLEY & CO., LTD. Liquidators. Hongkong, Oct. 2, 1916. 1088

THE NEW FRENCH REMEDY. THERAPION No. 1. THERAPION No. 2. THERAPION No. 3. THERAPION No. 4. THERAPION No. 5. THERAPION No. 6. THERAPION No. 7. THERAPION No. 8. THERAPION No. 9. THERAPION No. 10. THERAPION No. 11. THERAPION No. 12. THERAPION No. 13. THERAPION No. 14. THERAPION No. 15. THERAPION No. 16. THERAPION No. 17. THERAPION No. 18. THERAPION No. 19. THERAPION No. 20. THERAPION No. 21. THERAPION No. 22. THERAPION No. 23. THERAPION No. 24. THERAPION No. 25. THERAPION No. 26. THERAPION No. 27. THERAPION No. 28. THERAPION No. 29. THERAPION No. 30. THERAPION No. 31. THERAPION No. 32. THERAPION No. 33. THERAPION No. 34. THERAPION No. 35. THERAPION No. 36. THERAPION No. 37. THERAPION No. 38. THERAPION No. 39. THERAPION No. 40. THERAPION No. 41. THERAPION No. 42. THERAPION No. 43. THERAPION No. 44. THERAPION No. 45. THERAPION No. 46. THERAPION No. 47. THERAPION No. 48. THERAPION No. 49. THERAPION No. 50. THERAPION No. 51. THERAPION No. 52. THERAPION No. 53. THERAPION No. 54. 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## Dr. J. Collis Browne's Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for  
**COUGHS, COLDS, ASTHMA, BRONCHITIS.**

The Most Valuable Remedy ever discovered. Effectively cures short attacks of SPASMS, Checks and arrests those who often start at night.

The only Palliative in  
**NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE.**

Acts like a charm in  
**DIARRHŒA, DYSENTERY, AND CHOLERA.**

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

**TUESDAY,**

the 17th October, 1916, commencing at 2.30 p.m., at their Sales Rooms No. 8, Des Voeux Road, Corner of Ice House Street,

**VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,**

As follows:

Several Carpets and Rugs, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, comprising Double Bedsteads, Bedsteads, Trunk Bedsteads (Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables, etc., etc., Tea and Occasional Tables, etc., etc., Dining Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, etc., Bath Room Utensils, Large Roll-top Desks and Writing Tables, etc., a quantity of Electric Plated Ware.

1 Large Wall Clock "London Make," "Cable" Portable Motors with Battery, etc., complete, 1 Piano, in good condition; Electric Reading Lamp, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, etc.

Also

Plate Carbine Camera, D. B. Yewling Piece, etc.

And

A few lots of DRAVEN THREAD and EMBROIDERED GRASS CLOTH, etc.

A selection of the Best Jewellery, Fancy Goods, etc., etc.

(Full Particulars from Catalogue) Terms—Cash.

**HUGHES & HOUGH,**

EVERY DROP OF PETROL IS USED WITH A ZENITH CARBURETTOR.

Descriptive booklet No. 4000 free from THE ZENITH CARBURETTOR CO., Ltd., 40-42, Newmarket St. London, W.C. Eng.

**AUCTIONS.**

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

**AN EARLY DATE.**

The following LIGHTHOUSE GEAR, etc., viz:—

One counting apparatus, complete.

Circular wick lamps.

Spare burners.

Cylinders and wicks.

Incandescent Petrol Lamps, and appurtenances.

And

A quantity of gear pertaining to Mooring Buys.

Also

A number of Locomotive wheels and Axles.

Further particulars may be obtained from the undersigned.

Terms—as usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, Aug. 24, 1916. 964

THE Undersigned have received instructions to sell

(FOR ACCOUNT OF THE CONCERNED),

at their Sales Rooms No. 8, Des Voeux Road, Corner of Ice House Street,

**ONE PIANO BY KRÜSS, STUTTGART**

in first class condition.

Now on view.

Terms—as usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong Oct. 2, 1916. 1069

**JAPANESE MAKERS**

Every kind of Footwear

**MADE TO ORDER.**

**JOHNSON & CO.**

**HIMRODS**

Give Instant Relief

No matter what your complaint, HIMRODS will give you instant relief.

ASTHMA, BRONCHITIS, COUGHS, etc.

—you will find in this famous remedy a restorative power that is strong.

It is the only remedy of its kind.

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## THE JUBILEE OF THE HONGKONG & WHAMPOA DOCKS.

A REVIEW OF THEIR EARLY HISTORY.

(Being a Paper read at a recent gathering of directors, members of the staff and others by Mr. A. G. Gordon.)

Largely, though it bulks in the public eye as one of the most palpable evidences of the Colony's progress, and material prosperity, comparatively little is known of the rise to its present affluent position of the Hongkong and Whampoa Dock Co., Limited. This is not at all astonishing, when one has regard to the changing nature of the European population. Change, constant change, is the essential characteristic of the place, and in some respects it is beneficial, for its waste tissue is replaced periodically by fresh drafts of young men, who bring to it the necessary impetus of new ideas and rejuvenating vigour which keeps it alive commercially. But change is not conducive to strong memories. It is a fact that the average individual is lamentably ignorant of the fifty years prior to his own subliminal existence; and, in like manner, the average resident in Hongkong knows comparatively little of the Colony's history and less about its leading institutions. The Colony is in one of its transitional phases. In a month or two, the annual begonia occurs, and in the fight, some go from among us never more to return as Hongkong residents.

The foundation of the Company may be said to be an outcome of the enterprise of the P. and O. Company. Fifty years ago, as one may learn in an illuminating chapter in Michie's readable book, "The Englishman in China," the trade of the Far East was conducted principally by sailing vessels, but the P. and O. steamers and the fast steamers of the great opium houses were bringing about a radical change. Steamers, it was seen, were to replace the sailers, and if steamers were to be maintained in a state of efficiency docks and repairing establishments were absolutely necessary at some such place as Hongkong. Before Hongkong became a British Colony there were mud docks at Whampoa in the Canton River. They were owned by Chinese, and the P. and O. Company, not caring to entrust the docking and repair of their coast steamers to Chinese without European supervision, sent Mr. John Couper (then a carpenter in their service), to Whampoa as their representative to look after their interests when their vessels went into dock. Like the shrewd Aberdonian he was, Mr. Couper speedily realised the requirements of the shipping trade, and the possibilities of the future, and with commendable enterprise set about a plan of campaign which, incidentally, has brought immense prosperity to this Colony. The docking business was a lucrative one. So his first step was to lease the Whampoa Mud Docks from their Chinese owners. Out of his large profits, he built the "Couper Dock" at Whampoa, and was conducting a prosperous business when the Arrow-Lorch affair brought about war between Great Britain and China and involved the Whampoa Docks in temporary eclipse. The Chinese set about the destruction of the Couper Dock, which was built of granite. The stones on some of the side altars were torn asunder and cast down into the bottom of the dock; and the machinery and working plant more or less destroyed by the Chinese troops. Mr. Couper himself was kidnapped, and his fate was never known. Peace and indemnities followed, and they continued to follow to-day, and Mr. Couper's son was awarded about \$120,000 as compensation. The dock was pumped out. The Chinese who had been so eager to destroy were employed to replace the granite masonry, and in about two or three months, all the masonry had been relaid, and the docking establishment was soon under way again. In the following year, Mr. Couper sold his business to a newly-formed Company for \$400,000 or \$450,000, and, like a sensible man, went home long before the days of deprecatory silver and a retrograde dollar. He is now the Laird of Craigbuckler, near Aberdeen, Scotland.

The Company so formed was to become the Hongkong and Whampoa Dock Company, as we know it to-day. Its original founders were Mr. James Whitall, of Messrs. Jardine, Matheson, and Company, then (now) Thomas Guthrie, then local agent of the P. and O. Company, and Mr. Douglas Laing, who, in 1866, at the time of the Arrow-Lorch affair, was in the service of the P. and O. Company.

At the time, another Scotman, Mr. Lamont by name, had built a dock—the Lamont Dock—on the south side of the island, at the native fishing village known now-days as Aberdeen, and, with a supreme confidence in his own judgment and in the growth and importance of Hongkong as a shipping and commercial centre, he set about the construction of a dock of larger dimensions styled the Hope Dock after Admiral Sir James Hope, at one time Commander-in-Chief of the China Station. This dock was nearing completion, and Mr. David Gillies had arrived from Scotland to join Mr. Lamont as a partner, when the New Dock Company absorbed the Aberdeen enterprise, the first of several similar absorptions; and, while Mr. Lamont, like Mr. Couper, retired to his native country, Mr. Gillies was retained in the service of the Dock Company, in which he remained, with the exception of a break of about three years (1872-75), for upwards of 33 years, sharing all the vicissitudes of the Company and swaying its destinies.

The new employees, even then, though a young man, possessing the qualities that were to win him the management of the Company, was placed in charge of the establishment at Whampoa. Here the carpenter work had always been good, but in the engineering branches the workmen were of an inferior type, unskilled and unmethodical, and turning out rough and unsatisfactory work. With a view of meeting the radical changes foreshadowed in Far Eastern shipping interests by the threatened displacement of sailing vessels by steamers, Mr. Gillies was charged with the improvement of the facilities for repairs at Whampoa. By dint of hard work, the constant supervision of all branches, and untiring industry, he succeeded in training the Chinese workmen to a high pitch of efficiency, with the result that in two years double the amount of work was produced per diem and of a much better quality. The celerity with which repairs could be carried out and the quality of the work had the effect of making Whampoa the principal establishment of the Company; and as the manner in which repairs were done at Aberdeen did not give satisfaction it was decided to send all vessels requiring repairs to Whampoa. The year before Mr. Gillies joined the Company, the Company began the construction at Whampoa of the Lookson Dock for docking the large mail steamers of the P. and O. Company and Compagnie des Messageries Maritimes, there being no dock east of Suez capable of accommodating those vessels. When Mr. Gillies assumed charge, he found that little progress had been made with the new dock. It was discovered that the engineer in charge had been accepting bribes from the contractor. This led to his dismissal, and Mr. Gillies was asked to undertake the supervision of the construction of the new dock in addition to his ordinary duties. The dock was completed in two years, and from 1867 to 1869, when the Suez Canal was opened, all the large vessels of the English and French mail companies were docked at Whampoa. As Mr. Gillies was not in receipt of the same liberal allowance as his predecessor he resigned his position in 1873 and left the Company. During this period of his service, he had witnessed a remarkable growth of the Company. In 1867, the paid-up capital amounted to \$500,000; in 1868, it was increased to \$750,000; and in 1870, when it absorbed the Union Dock Company, the capital was raised to \$1,000,000. From 1869 to June, 1870, dividends at the rate of from 6 to 8 per cent. per annum were paid; but in the latter half of 1870, the Directors began the wise policy of writing down the value of stock and plant. Consequently, dividends were somewhat reduced for a year or so. In the half-year ending December, 1872, the profits amounted to \$105,571, the percentage of net profit on the gross earnings being 23.91, and in that year \$66,117 were written off for depreciation.

Mr. Gillies was called back by the Directors in 1875, when the share of the Company stood at 60 per cent. discount. The former Secretary, having been dismissed for misconduct, Mr. Gillies was appointed Secretary. In the period from July, 1875, to December, 1874, he dividend was paid, and only 2 per cent. in the previous half-year, when nothing had been written off. The Company was experiencing one of the most trying periods in its history, and it fell to the new Secretary to plot it through the troubled waters. Owing to the competition from the two ships belonging to Captain Sands and later on from the Cosmopolitan Dock, coupled with former mismanagement, the returns of the Company were very small. The fight was a bitter one. Several of the industrial shareholders of the Dock Company were anxious to arrive at an arrangement with the rival establishment on the basis of a common purse, but as the opposition was too strong, while the Dock Company was making all profits, the Board of Directors was determined to continue the struggle.

About this time, another Cosmopolitan Dock was absorbed—only a sum of \$80,000 had been written off, but the dividends of the Company from 1877 to 1879 were on the ascending scale. In 1880, 5 per cent. was paid, and then for three years a steady dividend of 8 per cent. During that period, no less than \$319,233 was written off. In 1881, the capital was raised from \$1,000,000 to \$1,250,000, at which figure it stood for four years.

In 1880, a difficulty arose, owing to low tides, in placing H.M.S. Audacious in the Hope Dock; and as the British Admiralty were contemplating the necessity of sending out a larger class of vessel to the China Station, the Commander-in-Chief, Admiral Wiles, was instructed to see what could be done to provide increased facilities for docking the largest vessels of Her Majesty's navy. All the three establishments of the Dock Company were inspected by him, and he concluded that the most feasible plan would be to deepen and enlarge what was then known as the No. 1 Dock at Kowloon. But as there was a constant demand for that dock, and its closure, even temporarily, would have seriously crippled the Company's business, he was told that the cost of the alterations necessary to meet the requirements of the Admiralty would exceed the cost of constructing a new dock. Eventually, it was decided to have a new dock built. It was designed and constructed under the advice and superintendence of Mr. Gillies, who had become in name, what he had been virtually so, rejoining the Company, the controlling manager. The plans were drawn up by Mr. William Danby, C.E., and the services of his firm were retained as consulting engineers during the course of construction. There were some who doubted the wisdom of constructing this large dock, but anyone possessing the slightest superficial knowledge of the work of the Dock Company during the past five or six years knows how beneficial it has been to the Company to possess this fine dock, for the increase in the size of the merchant steamers frequenting Hongkong was most marked during the latter half of the last decade, while Far Eastern political changes since 1860 have brought about an enormous change in the international fleet in Eastern waters. To the Colony, generally, the existence of such a dock at Kowloon has been of immense importance, for without it there would have been a limit to the size and number of the ships visiting the port, a fact that must not be forgotten by residents only indirectly connected with shipping. Mr. Gillies brought to the construction of the new dock a ripe and unique experience, and it was mainly through his advice that the serious technical difficulties encountered during the progress of the work were overcome.

The dock was found to be both strong and spacious, with a depth of 18 feet at low tide, and a length of 250 feet. It was situated at a point where the tide was most favourable, and the construction was of a simple and practical design. The dock was completed in 1881, and it has since been the principal docking place for the largest vessels of the British and other navies.

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## INTIMATIONS

### KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES  
FOUNDRY AND SMELTING COKE  
FIREBRICK AND FIRECLAY  
FOR ALL INFORMATION APPLY TO  
DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR  
KAILAN MINING ADMINISTRATION, TIENTSIN, NORTH CHINA.

Company was at last freed from active opposition of a serious nature, and with a true insight of the future trade of Hongkong commenced the vast development of new docks and workshops which were to be the basis for the enormous expansion of revenue and profits of future years. It was only natural to suppose that if Sands Slips and the Cosmopolitan Dock could exist as going concerns apart from the Dock Company, the latter Company could not expect to remain long in possession of its monopoly of the docking business of the port unless it took immediate steps to consolidate its position and to adapt itself to the rapidly changing conditions of marine architecture. To the Company's Secretary, who continued to be the guiding spirit of the management—was most of the credit due for this far sighted conception.

From July, 1875, till December, 1880—the year in which the Cosmopolitan Dock was absorbed—only a sum of \$80,000 had been written off, but the dividends of the Company from 1877 to 1879 were on the ascending scale. In 1880, 5 per cent. was paid, and then for three years a steady dividend of 8 per cent. During that period, no less than \$319,233 was written off. In 1881, the capital was raised from \$1,000,000 to \$1,250,000, at which figure it stood for four years.

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For design, finish and facilities for working, it is second to none in any part of the world. All this was accomplished at the minimum of expense to the Company, which acted as its own contractor, Mr. Gillies and his staff seeing that the sub-contracts were drawn up on the most favourable terms. This alone, apart from all other considerations, will give the Dock Company an advantage for many years over competing establishments laying down docks under less favourable conditions of indragged cost of material and of skilled and unskilled labour.

In 1885, the capital was raised from \$1,250,000 to \$1,500,000, at which latter figure it stood till 1901 when it was increased by \$250,000, so that at that date the capital of the Company stood at \$2,000,000, or exactly two million dollars more than it was in 1867. Other statistical comparisons are no less interesting:

	July-Dec. 1866.	Dec. 1901.
Liabilities	\$984,138	\$4,407,272
Gross earnings	168,101	3,309,608
Labour, Material and Working Expenses	127,927	2,489,080
Profit	40,173	820,528

The intermediate figures are full of interest to the statistical student, marking, as they do, the steady growth in wealth and stability of the Dock Company. In 1884, the dividend paid amounted to 12 per cent.; in 1885 to 13 per cent.; in 1886, 16 per cent.; in 1887, 10 per cent.; in 1888, 8 per cent.; in 1889, 10 per cent.; in 1890, 12 per cent.; in 1891, 14 per cent.; in 1892, 13 per cent.; in 1893 and 1894, 14 per cent.; from 1895 to 1897, 16 per cent.; with 8 per cent. bonus; in 1898, 16 per cent.; and 16 per cent. bonus; in 1899, 16 per cent.; with 24 per cent. bonus; in 1900, 18 per cent. with 20 per cent. bonus; and for the first half of 1901 a dividend was paid of 10 per cent. with a bonus of 8 per cent. Taking the 31 years from January, 1861, to June, 1901, the shareholders, which means, of course, many of the present shareholders on the Company's register, have received in dividends the huge sum of \$4,429,575, and, in addition, the Reserve Fund of \$600,000 built-up between 1895 and 1899 was divided among the shareholders in (1901), every shareholder receiving a share of \$30 per share. From 1895 to June, 1901, there has been written off for depreciation no less than \$1,515,480. Prior to the time when the Company, it had, written off \$226,692.18; in 1875, the large sum of \$2,780,108.88 (roughly speaking two and three-quarter millions of dollars) has been written off for depreciation of plant.

Other interesting comparisons could be made all tending to show the steady growth and extended scope of the Company. In 1870, the European staff in the Company's service numbered 15, the average number of Chinese workmen employed daily from 400 to 450, and the amount paid in salaries and wages \$12,000 per month. In 1901, the staff of Europeans, most of them highly trained technical men of experience, had increased to 67; the daily number of Chinese engaged in the Company's various establishments 4,250; and the monthly disbursements for wages \$150,000. The Chinese workmen are now lodged in large commodious houses in the vicinity of the works, so that cleanliness and sanitary conditions receive every attention. The European staff are provided free of charge with large and comfortable houses, containing four rooms each, spacious verandahs, excellent bathroom, bookshelves, etc., and lighted throughout by electricity. These houses were their own property, so that the staff are conveniently situated for their duties.







# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### BOASTFUL SPEECHES IN THE REICHSTAG.

#### SOCIALISTS DECLARE NATION WANTS PEACE.

AMSTERDAM, Oct. 13.

The feature of the re-opening of the Reichstag was the boastful character of the speeches regarding Germany's military and economic position and their bitterness against Great Britain.

All again insisted that Germany was fighting a defensive war.

Herr Bassermann, leader of the National Liberals, Herr Spahn, leader of the Centre Party, and Herr Westarp, leader of the Conservative Party, all insisted that Great Britain was Germany's chief enemy, against whom the strongest efforts must be made.

Herr Hülse, leader of the Socialist minority, said: Millions of people are looking to us for a glimmer of peace. Sufferings are growing to inhuman proportions. Nowhere is there hope. We must save the people from the worst. Our dreams of world-domination will never be realised.

Herr Sandemann, a Socialist, according to the *Berliner Tageblatt*, declared that the nation wanted peace. "All nations were tired of being lured to destruction by new and brilliant promises. The Germans were willing to evacuate France and Belgium. Peace must be based on the principle of the French, Belgians and Germans retaining their respective territories."

### THE WESTERN FRONT.

#### SUCCESSFUL BRITISH OPERATIONS.

LONDON, Oct. 13.

General Sir Douglas Haig reports that in yesterday's operations we advanced between Guedecourt and Les Bouffes and also north-west of Guedecourt.

We took 150 prisoners. An enemy attack north of Stuff Redoubt was driven off.

Fourteen raiding parties entered the enemy's trenches in the Ypres and Armentieres areas yesterday, took prisoners and inflicted casualties.

#### THE FRENCH FRONT.

LONDON, Oct. 13.

A communiqué states: The night was fairly lively on both banks of the Somme. There were skirmishes and reciprocal bombardments which were most violent in the Orval, Bouchavesnes, Ablaincourt and Chaulnes sectors.

MAUSER WORKS AT OBENDORF HEAVILY BOMBED.

#### FOUR TONS OF BOMBS DROPPED.

PARIS, Oct. 13.

A communiqué states: A Franco-British squadron of forty aeroplanes dropped four tons of bombs on the Mauser works at Obendorf, on the Neckar, and brought down six German aeroplanes which were attempting to defend the factories.

#### VISCOUNT FRENCH AT THE FRONT.

LONDON, Oct. 13.

Viscount French of Ypres is visiting the front.

#### VISCOUNT OLIVE DEAD.

LONDON, Oct. 13.

Viscount Olive, eldest son of the Earl of Powis, was born in 1892. He entered the army in 1914 in the Scots Guards, and last year transferred to the Welsh Guards as a Lieutenant.

#### IT NEVER FAILS.

CHAMBERLAIN'S Cough, Croup, and Diarrhoea Remedy is all its name implies. All-cure for coughs and dysentery in other children: or adults and the mother. For sale by all Chemists and Storekeepers.

### ITALIAN PROGRESS.

#### HEAVY ENEMY LOSSES.

ROME, Oct. 13.

An official report states: Considerable progress has been made in Carso. We took strong enemy positions at Pasubim.

Heavy counter-attacks on Gorizia were driven off. In front of one battalion alone 400 of the enemy were buried.

### THE BALKAN ZONE.

#### BRITISH SHELLING SERES.

LONDON, Oct. 13.

A Bulgarian official report states that the British are shelling Seres.

#### BRITISH PROGRESS ON STRUMA FRONT.

LONDON, Oct. 13.

A British official report from Salonika states that on the Struma front we pushed on from Prosenik and Topolova to the east of the railway and our armoured cars reconnoitred the junction of the Seres-Semlissar and the Seres-Salonika roads. The enemy is holding the railway about Nihor in strength.

We raided hostile trenches on the Doiran front, the enemy fleeing after strong resistance, leaving 50 dead.

#### NO CHANGE IN DOBRUDJA.

LONDON, Oct. 13.

A Russian communiqué states that there is no change in Dobrudja. The enemy captured a section of the Danube river but was driven out with heavy loss.

#### NEW GREEK CABINET RECOGNISED.

ATHENS, Oct. 13.

The Entente have recognised the new Cabinet. Sir F. E. Elliot, the British Minister has visited the Foreign Minister.

#### RIVER TRANSPORT IN MESOPOTAMIA.

#### A GREAT IMPROVEMENT.

LONDON, Oct. 13.

Replying in the House of Commons to Sir R. Jardina, Mr. Forster, Under Secretary for War, stated that since the end of July, when the War Office took over control, the increase in river transport available in Mesopotamia was already 64% and would shortly be 100%. The whole system had been reorganised and ample transport was available to take up all the medical stores required.

#### NAVY LEAGUE WAR MEMORIAL FUND.

Mr E. A. M. Williams, Hon. Secretary of the Hongkong Branch of the Navy League, has received the following further letter from the Hon. Secretary of the Fund:

The Navy League, 11, Victoria Street, London, S.W., 6th September, 1916.

Dear Mr. WILLIAMS:—Since I last wrote about the First of Exchange the second contribution for £230 from the Hongkong Branch of the Navy League has come safely to hand, and herewith I enclose receipt. I can assure you that the help that we have received from your Branch is perfectly invaluable. It becomes increasingly difficult to get money over here, as there are such an enormous number of calls every where and at every moment. Up to the present we have about £1,200, of which you have contributed £200, towards the building and endowment of the room at the "Star and Garter," the total cost of which will be £2,500. We have a good many more Branch contributions to come in, and it is the greatest wish of my heart that we shall be able to carry this thing through, but I unhesitatingly say that had it not been for the help of the people of Hongkong it would have been an impossibility.

Yours very truly,  
(Sd) AGNES M. GIBBONS,  
Hon. Secretary.

Navy League War Memorial Fund  
(The total sent from Hongkong has amounted to £1,000—Ed. C. M.)

#### WHY let the children catch their little colds?

Why let the children catch their little colds? For sale by all Chemists and Storekeepers.

### EARLIER TELEGRAMS.

#### ITALIAN ADVANCE.

OVER 30,000 PRISONERS TAKEN IN TWO MONTHS.

ROME, Oct. 13.

A semi-official report states that as a result of the fighting on the 11th Oct. the Italian line was advanced one to two kilometres.

The attack opened on the dominating positions of the second line, especially Hill 343, which with Mount Pecinka, constitutes the northern pivot of the second line. Progress was made on the whole front on the date mentioned. This was all the more remarkable in view of the heavy bombardments and massed counter-attacks, extending over twenty-four hours, between Duino and East Gorizia. The Italians, after repelling these, renewed the offensive. The enemy's losses are estimated at 24,000.

ROME, Oct. 12.

A communiqué states:—As a result of further violent fighting, we have consolidated and extended yesterday's gains.

We captured 17,771 more prisoners. A total of 30,881 Austrian prisoners have been taken on the Giulian front since the 6th of August.

#### FRENCH DESTROY AN ASPHYXIATING GAS FACTORY.

PARIS, Oct. 13.

A communiqué says: North of the Somme we progressed west of Sailly Laurette.

South of the Somme there has been reciprocal artillery activity. In the Voignes we carried out a successful coup de main and bombarded an asphyxiating gas factory at Mulhouse starting a great fire.

#### THE FIGHTING IN DOBRUDJA.

#### GOOD PROGRESS BY RUSSIANS AND ROMANIANS.

LONDON, Oct. 13.

The *Morning Post's* correspondent at Petrograd comments on the rapid headway made by the Russo-Romanians in Dobrudja. They have advanced eight to twenty-five miles against stubborn opposition. The enemy left wing holds fast about Rasovt, but their right retired twenty-five miles, and the centre a little less.

The Bulgarians suffered most, as they were posted where they were exposed to bombardment across the Danube. General Mackensen failing to hold a neck of land less than thirty miles in width, his front is now expanded. The Rumanians supported by Russian monitors command the Danube.

#### RUMANIAN TRANSYLVANIA COMMAND.

BUKHAREST, Oct. 13.

General Averesa has been appointed to the command of the Rumanian Army in Transylvania.

General Christescu succeeds to the command in Dobrudja.

#### KING OF RUMANIA INTERVIEWED.

#### NO PEACE WITHOUT VICTORY.

LONDON, Oct. 13.

A *Times* message from Bukharest states that King Ferdinand, in an interview, declared that Rumania's entry into the war was based entirely on the principles of nationality. She regarded Hungary as her traditional enemy, but was friendly disposed towards Germany at the outbreak of war. But the excesses of the Central Power affected the Rumanians deeply. Though knowing the late of Belgium and Serbia, Rumania entered the war confident that England, the just; France, her Latin brother; and Russia, her neighbour, would not allow her to be destroyed. The wanton air attacks on Bukharest had embittered the whole nation, which would never contemplate peace without victory.

The King added that he estimated the war would last at least another year.

#### BULGARS EVACUATING MONASTIR.

LONDON, Oct. 13.

French airmen report that the Bulgars are apparently evacuating Monastir and retiring to the Babina Pass.

#### M. VENIZELOS TO ESTABLISH A GOVERNMENT.

LONDON, Oct. 13.

Mr. Ward Price, one of the Press correspondents at Salonika wires that M. Venizelos stated, in an interview, that he intends to establish a formal Government at Salonika and to collect taxes which will equip the troops. He hoped that the "Power" would recognise this. He was confident that the Government at Athens would disappear. The King's attitude was due to the fact that he regarded Greece as his personal property. M. Venizelos stated that he told Constantine in 1915 that the Greeks did not recognise "the divine right" of a King. His hope that Constantine would realise his mistake had now failed.

#### MURDER WORKERS STRIKE IN AUSTRIA.

FOUR KILLED OUT OF 24,000.

ZURICH, Oct. 13.

Workers struck in Austria. Four killed out of 24,000.

### THE GREEK FLEET.

#### DRAMATIC SCENES.

#### THE TRANSFER TO THE ALLIES.

LONDON, Oct. 13.

Reuter's Correspondent at Athens cables that by courtesy of the Premier he was allowed to witness the transference of the Greek Fleet to the Allies from the cruiser *Lemnos*. For 24 hours thirteen French and two British tugs, twelve Franco-British trawlers, one British destroyer, and one Italian steam launch were engaged towing the ships, including the flagship *Camaris*, the cruiser *Hells*, a submarine, and fifteen destroyers, from their anchorage in front of the Arsenal.

The Cabinet's decision was telephoned to the Arsenal immediately the Council broke up. At four o'clock in the morning the crews were instantly awakened and ordered to pack their personal effects without delay. The work was completed by 10.30 a.m., when the crew of each vessel was paraded on deck, and the Commanders read the Order that under the Entente's pressure the Navy was compelled to abandon the ships of which they were so proud.

The King released from their oath every man wishing to remain on ship and to join the Allies.

It is reported that none remained. The officers were the last to leave, taking with them the flag and the King's portrait adorning the war-rooms.

The sailors were conveyed to Scaramanga, on the mainland, opposite the arsenal of Salamis, to await arrangements for conveyance to Athens.

Admiral Spithis removed his flag to the *Lemnos*, where he shut himself in his cabin while the towage was proceeding.

The officers on the decks of the *Averoff*, *Lemnos* and *Kilisk* watched the towage in silence, and were deeply moved when the flagship passed.

Soon the dusty road from Piræus to Piræus, lined with cables, was packed with officers and men who appeared very downcast.

Though in Athens equanimity is undisturbed, depression reigns in the palace and official circles.

#### IRISH UNIONISTS FAVOUR CONSCRIPTION.

LONDON, Oct. 13.

The Irish Unionist M.P.s have passed a resolution in favour of the application of military compulsion to Ireland.

#### THE RUMANIAN FRONT.

BUKHAREST, Oct. 13.

On the Transylvania front there have been artillery duels, and enemy attacks were repulsed.

There has been an artillery duel also on the southern front.

The position on the Danube in Dobrudja is unchanged.

#### DUTCH INDIGNATION.

#### SUGGESTED DEPORTATION OF GERMAN SPIES.

LONDON, Oct. 13.

The *Handelsblad*, of Amsterdam, demands reprisals for Germany's impudent sinking of the *Blommestein* and suggests the deportation of the thousands of German spies who are infesting Holland.

The *Het Volk* says the torpedoing of the *Blommestein* cannot possibly be regarded as otherwise than a hostile action against Holland.

#### AMERICA'S SUBMARINE DECLARATION.

#### AMERICAN CRITICISM.

LONDON, Oct. 13.

New York's newspapers criticise the State Department's submarine declaration. Pointing out the seriousness of the American position, they dwell on the possibilities of submarine merchantmen obtaining supplies at American ports for submarines.

#### NORWEGIAN STEAMER SUNK.

LONDON, Oct. 13.

The Norwegian steamer *Birk* has been sunk in the Mediterranean. The crew have been saved.

#### CYCLONE IN THE DANISH WEST INDIES.

LONDON, Oct. 13.

A cyclone has occurred in the Danish West Indies. Many were rendered homeless and ships lying at anchor were wrecked at St. Thomas, and serious damage was also done to St. Croix and the villages.

#### THE SILVER MARKET.

LONDON, Oct. 13.

Messrs. Montagu & Co.'s report on the silver market states that the erratic movements in prices for a long time of the part of Indian operations to push into the market as sellers whenever there is a temporary check, 300 long as was

### COMMERCIAL.

#### HONGKONG SHARE REPORT.

Messrs. Maxon and Taylor in their weekly share report dated October 13th, states:—

The local market continues active with prices generally well maintained.

Shanghai reports a very strong market in Cotton Mill shares, which are in good demand at improving rates.

Rubber is quoted 2 3/4 per lb (Plantation). After the sharp rise recorded last week have subsided to £770, at which business is passing. Shanghai has been a persistent seller, and more than satisfied local needs. London quotes £77 middle price.

MARINE INSURANCES.—Unions are still wanted at \$925. North China at \$15, 155 and Cantons at \$400 are in request. Yangtzes at \$260 are neglected.

FIRE INSURANCES.—Hongkong Fires could be placed at \$303 and China Fires at \$134.

SHIPPING.—Douglas have small buyers at \$133 for cash with sellers a point higher. Preferred Indos are still wanted at \$16 with no business passing.

Deferred Indos are wanted at \$132 for cash and equivalent rates forward. Star Ferries are enquired for at \$28 but buyers seem loth to pay any more. Steamboats remain steady with small business doing between \$23 and 25.

REVENUES.—China Sugars are firmer with cash buyers at \$113 and equivalent rates forward. Malabons are quiet with shares on offer at \$60.

OILS AND MINING.—A small demand continues for Langkats at \$15. 23. Rubies are nominal at \$27 the last crushing returns are given at \$131 ozs. gold from 10018 tons ore. Coal Cyprians have been the medium of some business between 34 and 35. Trunks are neglected in spite of continued favourable market returns, buyers offer 23/- Shells are in good demand at 115/6 but sellers are scarce at anything like this figure.

DOCKS, WHARVES AND GODOWNS.—Kowloon Wharves have ruled quiet—a few sales have been effected round about \$83. Hongkong Docks have again developed into a strong and active market—buyers prevailing at \$132 for cash and equivalent rates forward. This is somewhat surprising as the market might well have been disappointed at no declaration of a long rumoured interim dividend up to the Shanghai Docks appear to be quiet but firm at \$15. 85 buyers in the North.

LANDS, HOTELS AND BUILDINGS.—Centrals could be placed at \$101 and Hongkong Lands at the same figure. Hongkong Hotels at \$115 and Kowloon-Lands at \$68 are neglected. West Point are offering at \$87.

COTTON MILLS.—All show great strength and a tendency to higher rates. Latest Shanghai quotations give Ewos \$15. 155, Shanghai Cottons \$15. 104, King Lits \$15. 15, Yangtze \$15. 5. 50. Canton Cottons steady, but quiet at \$17. 50. Electrica after a considerable business at \$54 and \$55 are wanted at \$50. China Lights are in demand at \$47. Hongkong Trams under selling pressure have relapsed to a buying rate of \$7.10, at which there is a good enquiry.

MISCELLANEOUS.—China Borneos are nominal at \$84 and China Providents at \$9.30. Peak Trams are in steady request at \$9.60 for the old shares and 80 cents for the new. Wm. Powells still offer at \$8.00 with no business passing. Water-boards remain steady, but quiet at \$17. Cementa have relapsed to a nominal quotation of \$10.20 after a very considerable business at a slightly higher figure—the negotiations referred to in a former circular still drag on. Humphreys Estates could be placed at \$6.85. Ropes have improved to a buying quotation of \$35. Dairy Farms continue to be offered at \$40.

RUBBERS.—Shanghai quotes Anglo-Javas \$15. 12.75 ex div. of 25 cents paid on 10 inst. and a fair business has been done in Ayoer. Pamas at Straits \$12. Heawoods are wanted at 2/6.

#### THE FREIGHT MARKET.

Messrs. Snowman &amp; Co.'s Freight Circular issued to-day states:—

Since reported on 30th ult., the state of the freight market has reversed to its dull tone of about a month ago. A few steamers have been fixed under time-charter terms for Bangkok and Saigon trades but beyond these fixtures very little business has been done. The local rice market continues steady, but quiet at \$17. 50. In a very weak state although prices have improved slightly since the issue of our circular a fortnight ago. Business up North continues good and Owners consequently are not so tempted with the rather poor rates indicated for trip charters, in southern waters.

~Saigon/Hongkong:—Two fixtures of medium sized steamers were made at 37 cents per picul at the beginning of the month but since then nothing further has been done, the state of the Hongkong market not tending to induce mechanics to make a turn for the better.

Exports of rice from Saigon, from 1st January to 22nd August, amounted to 875,287 tons as compared with 578,279 tons for the same period last year. Quotation for No. 2 white round sized rice stands at \$4.08 per picul L.O.B. for Southern waters.

~Bangkok/Bangkok:—As anticipated in our last report the rate in this direction has dropped from 65/50 cents to 50/40 cents per picul for loading inside outside respectively. With the advent of the new rice, however, said, it is to be hoped will take a turn for the better.

~Saigon/Philippines:—A fixture of a small outside steamer has been made at 45 cents; otherwise requirements are being met as best possible, by Philippine owned tonnage. Further tonnage could be made a turn for the better.

~Saigon/Java:—Good sized Japanese tonnage has been fixed at 70 cents per picul—further to our last advice—otherwise the position remains much the same as last reported.

~Narawang:—Nothing further has been done, but Japanese tonnage has been placed at lower rates than before.

Attractive to regular carriers, and charters are therefore for the time being, inclined to be chary of making it. Coal or Grain (Indonesian) 14 tons per picul, lower rates, 14 tons per picul, have been made but not accepted—due to loading

### An Unhygienic Mouth is a standing menace to health.

## PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dettol thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

### PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

### QUEEN'S DISPENSARY.

Harper & Co., Ltd.  
31 QUEEN'S ROAD, CENTRAL, HONG KONG.

THE ONLY EXCLUSIVE  
SINGAPORE TAILORS  
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.  
Crown Street  
ESTABLISHED 1867

"Only one can be best!" and the best isn't the "just as good" kind, is it?

The best Roofing is

## "MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts, who will instruct or supervise FREE, and whose experience entitles them to your confidence! Use "Malthoid" as they recommend! then tell your friends what you think of it!

WATERPROOF!  
SHEAR!  
CLEAN!  
LIGHT!  
SAFE!  
SNOWPROOF!

## "MALTHOID."

Agents, BRADLEY & Co., Ltd.

HONGKONG.

### WAR CHARITIES.

## "OUR DAY"

THURSDAY, 19TH OCTOBER.

will be devoted all over the Empire to collecting funds for

## THE BRITISH RED CROSS SOCIETY AND THE ORDER OF ST. JOHN OF JERUSALEM IN AID OF THE WOUNDED.

### LADY MAY'S ROSE FUND

20,000 roses have been given, and will be sold throughout the day by numerous ladies and school children. Subscriptions to the Rose Fund will also be gladly received at any time before the day by Lady May at Government House, who will send a rose with the acknowledgment.

### GREAT ENGLISH FAIR

in the afternoon, from 3 till 7, on the Murray Parade Ground.

COCONUT SH



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To San	Remarks
LONDON & BOMBAY via SINGAPORE, PENANG, CEBU, FOUR SAND AND MAR- SEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	Noon 20th Oct.	Connecting at Colombo with Mail Steamer Morea.
SHANGHAI, MOJI & KOBE	NYANZA Capt. J. GAVIN, R.N.R.	about 20th Oct.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Four Sand & MARSEILLES	NORE Capt. D. ASBURY, R.N.R.	Noon 3rd Nov.	Direct Service.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA Capt. C. C. TALBOT, R.N.R.	about 6th Nov.	Direct Service.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates. For Passage Rates, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

## O. S. K.

OSAKA SHOSHEN KAISHA.  
REGULAR SERVICES, PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA,  
KEELUNG, SHANGHAI, NAGASAKI, MOJI,  
KOBE, YOKKAICHI AND YOKOHAMA.  
S.S. "CHICAGO MARU" Capt. K. Hori. Tuesday, 24th Oct., at 3 p.m.  
† Omitting Shanghai and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND  
ADELAIDE.  
S.S. "NANKING MARU" Friday, 27th Oct., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSW-  
TENHAM, PENANG AND COLOMBO.  
S.S. "INDO MARU" Capt. Y. Somakawa. Friday, 27th Oct., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG,  
SOUBABAYA & BATAVIA.  
S.S. "SHIBETORO MARU" Capt. S. Yamane. Friday, 3rd Nov., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO,  
VIA SWATOW, AND AMOY.  
S.S. "AMAKUSA MARU" Capt. Konishi. Sunday, 16th Oct., at 10 a.m.  
S.S. "JOSHIN MARU" Capt. T. Norishima. Wednesday, 18th Oct., at 8 a.m.  
\* Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosa Lineers will arrive at and depart from the SOON YIP WHARF  
near the Harbour Office.  
FOR FURTHER INFORMATION, APPLY TO—  
H. YAMAUCHI, Manager.  
Tel. Nos. 744 & 745.  
No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE  
LIMITED.

## TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
S.S. ALBANY	21st October.	10th Nov., at 11 a.m.
EASTERN		

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of ice, Fresh Fruit, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.  
All Steamers fitted with Wireless Telegraphy.  
For further particulars, apply to  
GIBB, LIVINGSTON & CO.  
Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CAIRO, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND "APCAR LINE".  
Proposed Sailings from Hongkong.

Steamers	On or about	Connecting at Calcutta with	On or about
GENOA	21st October.		

For Freight and further particulars apply to  
DODWELL & CO., LTD. Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS AND HUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For BOSTON & NEW YORK.

S.S. EUREKA MARU. On or about 10th November.  
It is intended that the above vessel will proceed via Panama Canal.  
For Freight & further particulars, apply to  
DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,  
Batavia, Manilla, and Yokohama.

S.S. BORNEO MARU. For Batavia, Cebu, Samarang, Sourabaya,  
Macassar & Balikpapan. On or about 24th Oct.

For Freight or further particulars apply to  
DODWELL & CO., LTD. Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI & HAIPHONG	SHANGHAI	Oct. 16, at 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	SHANGHAI	Oct. 17, at 4 p.m.
SHANGHAI	SHANGHAI	Oct. 17, at 4 p.m.
MANILA & ILOILO	SHANGHAI	Oct. 18, at Noon
CEBU & ILOILO	SHANGHAI	Oct. 18, at 4 p.m.
SHANGHAI	SHANGHAI	Oct. 19, at 4 p.m.
SHANGHAI	SHANGHAI	Oct. 22, Daylight
MANILA, CEBU & ILOILO	SHANGHAI	Oct. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE. Twin Screw Steamers "Chincha", "Taming" & "Tea".  
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-  
rooms on deck, aft on "Taming" and "Tea".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.  
S.S. "Anhui", "Chenai", "Luchow", "Yingchow", "Shantung" and "Sinkiang", with  
excellent accommodation. Electric Light and Fans in Saloon and State-rooms.  
Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving  
Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo  
on through Bills of Lading to all Yangtze and Northern China Ports. Passengers  
are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via FOCHOW, KWONGSANG, SUNDAY	SHANGHAI	Oct. 15, Daylight
KOBE & MOJI	KUMSANG	TUESDAY, Oct. 17, Daylight
SHANGHAI	CHOYSANG	THURSDAY, Oct. 19, Daylight
MANILA	LOONGSANG	SATURDAY, Oct. 21, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Namang, Loong and Kookang leave about every 3 weeks  
generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and  
Moji to Hongkong. Time occupied 33 days. This service is supplemented by the  
Yaching, Kwongkong leaving Hongkong at regular intervals for Yokohama (when sufficient  
inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time  
occupied 19 days.

These vessels have all modern improvements and are fitted throughout with  
Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are  
fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo,  
Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datt, Simporna,  
Tawau, Usman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers,  
leaving the Colony for Straits settlement, are required to produce on arrival at  
destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals  
taking Passengers and Cargo at Current Rates.

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## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms  
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	TO SAIL
HAITAN	[Capt. J. E. Thomson] TUESDAY, 17th Oct. at 2 p.m.
HAICHING	[Capt. W. C. Passmore] FRIDAY, 20th Oct. at 2 p.m.
HAIHONG	[Capt. J. W. Evans] TUESDAY, 24th Oct. at 2 p.m.

HAICHING [Capt. W. C. Passmore] MONDAY, 18th Oct. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For Freight and Passage apply to—

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MITSUBISHI KAISHA,  
SOUTH AMERICAN LINE

## STEAMSHIP

"KOMOSAN MARU,"  
will be despatched from Hongkong by  
the TOYO KISEN KAISHA.

On WEDNESDAY, October 18th for  
JAPAN, SAN FRANCISCO, BALBOA and  
SOUTH AMERICAN PORTS.

For rates of freight and further  
information apply to—  
T. DAIGO,  
Agent, Toyo Kisen Kaisha,  
Hongkong, Oct. 8, 1916.

Agent, Toyo Kisen Kaisha,  
Hongkong, Oct. 8, 1916.

Agent, Toyo Kisen Kaisha,  
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## RIFLE SHOOTING.

THE DONNELLY &amp; WHYTE CUP.

The conditions of shooting for Messrs. Donnelly & Whyte's cup in the Annual Rifle Course, Table "B," Practice No. 9, are as follows:—

(1) The competition is open to all ranks, Officers, N.C.O.s, and men of the H.K.V.C. and H.K.V.R.

(2) The Officer in charge of the butts will be responsible for the correctness of the scores and in the event of any dispute his decision shall be final.

(3) The Range Officer on duty will see that the practice is correctly conducted and his decision on any question that may arise during the firing of the practice shall be final.

(4) Competitors issued with rifle which cannot be loaded through a charger will be allowed to place four rounds in the Magazine before the order "Rapid fire" is given.

(5) Competitors to qualify for the Cup must have eight shots on the Target, within the 300 yard ring.

(6) Should any competitor have more than eight shots on his Target he must fire the practice again, provided always that there is not more than one other, if there are none left, or two other others if there are none left.

(7) A competitor who in the opinion of the Range Officer on duty, fires a shot after the "Cede" fire, which has sounded shall be disqualified.

(8) Competitors to qualify must fire the practice before the 31st January, 1917.

(9) Should there be a tie the finalists shall fire off, on a date to be arranged, under the same conditions as stated above, and if in the final any competitor should again tie, then the Cup shall go to the competitor who fires off his eight rounds in the least time.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong.

17th Sunday after Trinity, Oct. 15.

Holy Communion (7.50 a.m.).

Matins (11 a.m.).

Responses: Ferial; Venite, Stainer;

Psalms, Cooke, Woodward, Dupuis;

Te Deum, Woodward, Smart, Turie;

Jubilate, Ouseley; Anthem, "Once

longago, Tschalkowsky; Hymn, 229.

Holy Communion (12 noon).

Evangelist (5.45 p.m.).

Responses: Ferial; Psalms, of the

17th evening; Magnificat, Stainer

(20th evening); Nunc Dimittis,

Wealey; Hymns, 274, 235, 24.

Union Church, Kennedy Road.

Morning Service at 11 a.m.

Evening Service at 8 p.m.

Preacher: Rev. J. Kirk Macdonald.

St. Andrew's Church, Kowloon.

Harvest Festival.

Holy Communion at 11 a.m.

Morning Prayer at 11 a.m.

Responses: Ferial; Venite, Ouseley 232;

Psalms, C.T. Cooke in G. Benedictine;

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When you buy a Ford Touring Car you buy what you pay for—a real touring car—and infinitely more than is usually implied in the term "touring car." Low first cost, durability, and lowest cost of operation explain the economy in Ford cars.

ALEX. ROSS &amp; CO.,

Telephone 27. Sole Agents.

## To-day's Advertisements

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG," having arrived from the above Ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

Hongkong, Oct. 14, 1916. 1134

## TO LET

## TO LET.

No. 7, Ormsby Terrace, Granville

Road, Kowloon.

Apply to CHANG YUK SHU,

c/o YEE SANG FAT &amp; Co.,

34, Queen's Road Central,

Hongkong.

Hongkong, Oct. 14, 1916. 1131

## TO LET.

OFFICES, at 2 Connaught Road.

HOUSES, in CLIFTON GARDENS,

Conduit Road.

Nos. 1 &amp; 2 West End Terrace, CANTON.

Apply to

HONGKONG LAND INVESTMENT

AND AGENCY Co., Ltd.

## TO LET.

OFFICES on 1st Floor, No. 3 Queen's

Road Central, at present in the

occupation of The China Fire Insurance

Co., Ltd. Apply to

CHINA FIRE INSURANCE Co., Ltd.

Hongkong, April 28, 1916. 59

## TO LET.

FROM 1st November next FLATS

in "Evo Mess" No. 8, The Peak,

apply Property Office, JARDINE, MATHE-

SON &amp; Co., Ltd.

Hongkong, Sept. 1, 1916. 991

## TO LET.

ONE FLAT OF FOUR ROOMS over

Kowloon Dispensary, partly

furnished—Apply Kowloon Dispensary,

or Secretary A. S. Watson &amp; Co., Limited,

Hongkong, June 18, 1916. 751

## TO LET.

OFFICES, 2nd Floor, St. George's

Buildings.

Apply to

SHEWAN, TOMES &amp; Co.,

Hongkong, April 7, 1916. 511

## TO LET.

THREE-ROOMED FLATS in Ham-

phrey Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road,

with every modern convenience, including

English Bath and Kitchen Ranges, Hot

Water and Water Carriage System. A few

Flats specially designed to accommodate

three bachelors at reasonable rentals.

Immediate possession.

FOUR-ROOMED HOUSES in Gordon

Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED-FLATS in Nathan

Road, Kowloon.

Apply to

HUMPHREYS, ESTATE &amp; FINANCE

COMPANY, LIMITED.

Alexander's Buildings.

Hongkong, Dec. 22, 1916.

Without Pure Blood Health is Impossible.

VETARZO BLOOD

MEDICINE

Never before was there anything like it. It is the most powerful blood purifier and

blood builder known. It is the only medicine that purifies the blood and

restores the system to its normal state. It is the only medicine that

restores the system to its normal state. It is the only medicine that

restores the system to its normal state. It is the only medicine that

restores the system to its normal state. It is the only medicine that

ECZEMA SPOTS  
CREW LARGERAnd Spread. Burning Sensation.  
Great Itching.

HEALED BY CUTICURA

"The first sign I had of eczema was small red spots on my limbs. They became inflamed with a burning sensation and afterwards a great itching came on which caused me to lose a great deal of rest. The itching got so bad that I could not help scratching and the spots grew larger and spread. I saw a Cuticura Soap and Ointment advertisement and sent for a free sample and soon felt the cooling of the affected parts so I continued using them and I was healed." (Signed) William Alcock, Church Street, Northwich, Chas., Eng., Aug. 4, 1915.

Sample Each Free by Post

With 32-p. Skin Book. (Soap to cleanse and Ointment to heal.) Address post-card for sample: F. Newberry & Sons, 27, Chancery Lane, London. Sold everywhere.

## POST OFFICE NOTICES.

## IN RADIO-TELEGRAPH COMMUNICATION.

Ships in communication with Cape

D'Aguilar Radio Telegraph Station:—

Tjibaroan Nika Maru

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## WEATHER REPORT.

On the 14th at 11.30—No returns from Japan. Pressure has increased in all other districts, except in the extreme South, where it is nearly stationary.

At 2 p.m. yesterday the typhoon was to the south-west of Tokyo.

Fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

Total since January 1st, 79.13 inches, against an average of 78.00 inches.

Forecast for the 24 hours ending at noon on the 15th October:—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fine.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

## OFFICIAL NIGHTS IN OCTOBER.

The Official Nights during October

are as follows:—

Date. Ends. Begins.

Oct. 14th, 6.7 a.m. 6.11 p.m.

" 15th, 6.9 " 6.9 "

" 16th, 6.9 " 6.9 "

" 17th, 6.9 " 6.9 "

" 18th, 6.9 " 6.9 "

" 19th, 6.9 " 6.9 "

" 20th, 6.9 " 6.9 "

" 21st, 6.10 " 6.9 "

" 22nd, 6.11 " 6.9 "

" 23rd, 6.11 " 6.9 "

" 24th, 6.11 " 6.9 "

" 25th, 6.12 " 6.9 "

" 26th, 6.12 " 6.9 "

" 27th, 6.12 " 6.9 "

" 28th, 6.12 " 6.9 "

" 29th, 6.14 " 6.9 "

" 30th, 6.14 " 6.9 "

" 31st, 6.15 " 6.9 "

## STEAMER MOVEMENTS.

The Mitsui Bussan Kaisha's South

American Line steamer, *Komatsu*

Maru will be despatched from Hong-

kong by the *Yoyo* Kisen Kaisha, on